



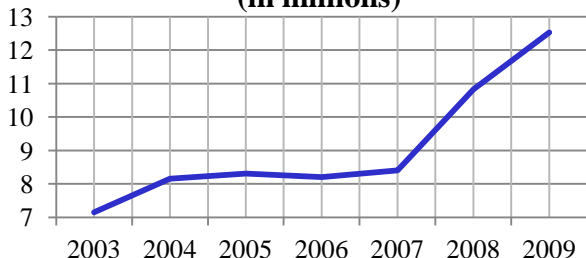
Nigeria Aviation Fact Sheet

United States Embassy in Nigeria

Recent Developments

- The aviation industry has grown rapidly in recent years and become heavily indebted because of losses caused by low fares, high interest rates, and rising fuel costs.

**Total Passenger Traffic
(in millions)**



- Four major accidents in 2005-2006 led to the adoption of the Nigerian Civil Aviation Act and International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Program (USOAP) in 2006 and the achievement of Federation Aviation Administration Category 1 flight safety status in 2010.

Major Airports and Their Conditions

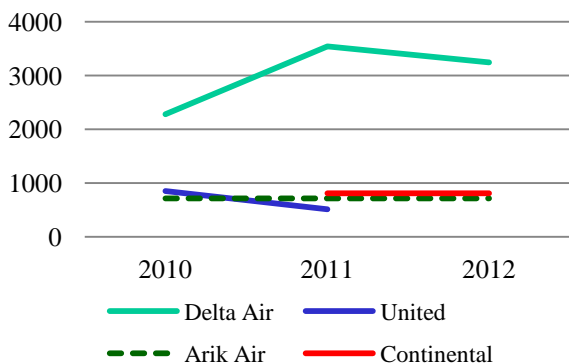
State	Lagos	Abuja
Size	Inadequate	Adequate
Physical Condition	Poor	Average
Use of technology	Low	Low
Regional Trends	High Traffic	Low Traffic

- Minister of Aviation Stella Oduah-Ogiewwonyi announced a 19 billion naira (\$127 million) project to renovate 11 major airports in 2011.
- Alternatives to air travel such as rail and water transportation are not well developed.

U.S.-Nigeria Aviation

- Delta Airlines flies from Atlanta to Lagos and from Washington D.C. to Accra and Lagos.
- Continental began flying from Houston to Lagos on November 17, 2011.

**U.S.-Nigeria Passenger Volume
(in passengers per week)**



International Aviation Industry

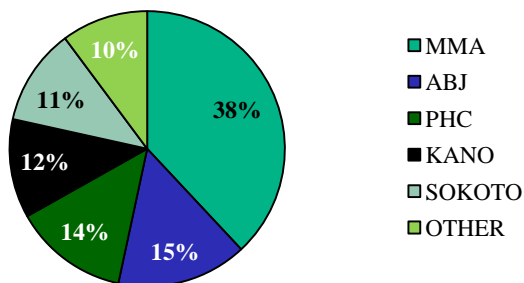
- Airbus predicted that Lagos would become an "airline megacity" and transport 10,000 long-haul passengers per day within the next twenty years.
- There are 74 services per week from Western Europe to Nigeria.
- The United Kingdom is Nigeria's largest aviation market and home to a large Diaspora community.
- Virgin Atlantic has an effective pricing strategy, transit visa, and chauffeur services.

**Foreign Carriers' Nigerian Market Share
(weekly flight frequencies)**

Airlines	2000	2002	2004	2006	2007
British Airways	10	10	12	12	14
KLM	5	6	10	13	13
Lufthansa	3	3	7	10	9
Air France	3	4	7	9	10
Virgin Atlantic	3	3	4	7	7

- There are 21 flights per week from the Gulf region to Nigeria.
- Nigeria has no direct links to the growing markets of Asia. Middle Eastern carriers have a dominant position linking Nigeria and Asia's powerful hubs.
- Emirates operates two flights from Dubai to Lagos each day and offers 4,816 seats from Dubai to Nigeria each week.
- Royal Jordanian has announced interest in flying to Lagos. Royal Jordanian would be the fourth Middle Eastern carrier to serve Nigeria, after Emirates, Qatar Airways, and Middle Eastern Airlines.

**International Airports
(by International Passenger Use)**

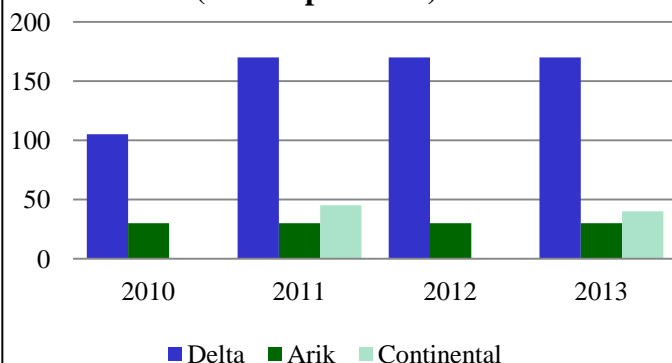


- Total local passenger traffic for Lagos was 94%, while 6% was transfer traffic, in 2009.

Air Cargo

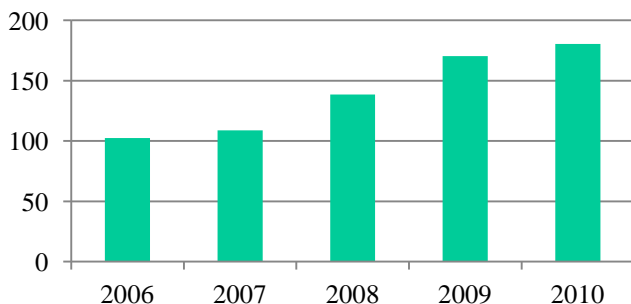
- The Federal Airport Authority of Nigeria (FAAN) reported that 1.5 million tons of cargo passed through 19 airports between 1993 and 2009.
- Lagos cleared 78,423 tons domestically and 1.2 million tons for international transport between 1993 to 2009.
- An estimated 350 tons of cargo on ten cargo aircraft go through the Murtala Muhammed International Airport in Lagos each day.
- Abuja cleared 1,584 tons domestically and 44,391 for international transport between 1993 to 2009.
- The Abuja aircraft do not take cargo back from Nigeria.

**U.S.-Nigeria Cargo Capacity
(in tons per week)**



- Commercial cargo holds are filled with goods when travelers fly from the U.S. to Nigeria but are near-empty from Nigeria to the U.S.
- Delta does not carry air cargo on its flights to or from Abuja.
- Commercial cargo from Nigeria to the U.S. could benefit from the opportunities provided by the African Growth Opportunity Act (AGOA) of 2000.
- AGOA analyses show that airport renovations and expansions allow increased cargo capacity and trade. Airport renovations underway in Nigeria should benefit passengers and traders alike.

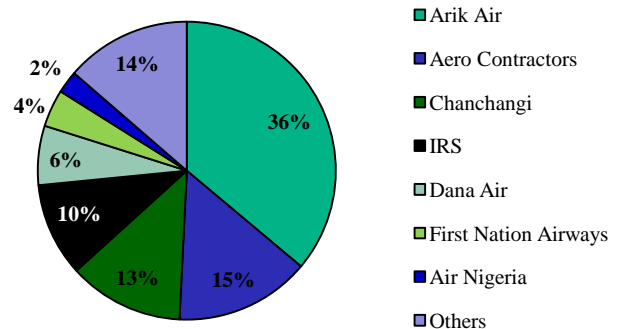
**International Cargo Traffic
(in millions)**



Domestic Aviation Industry

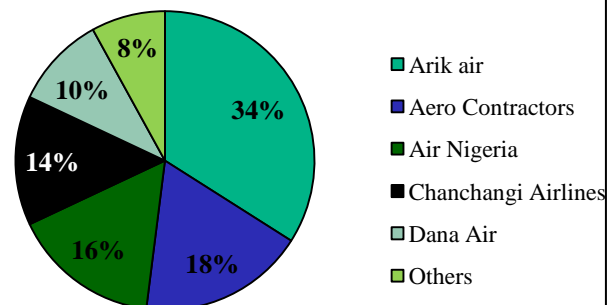
- Nigerian airlines owed a combined \$59.5 million to the FAAN when the Central Bank Of Nigeria (CBN) announced a \$1.2 billion bail-out for domestic carriers in 2010.
- There were 150 active Nigerian airlines in 2001. This number declined to 19 in 2011 due to financial mismanagement and airlines' failure to meet industry policies.

Domestic Aviation Debt in 2011



- Nigerian airlines owed 10 billion naira (\$66.7 million) to Nigerian aviation agencies in 2011. The Federal Government has given the airlines 36 months to repay their debts.

Domestic Aviation Market Shares in 2009



- Kerosene is regulated and subsidized while jet fuel is unregulated and unsubsidized. The result is that subsidized kerosene is sometimes used as jet fuel.
- The Nigerian domestic aviation industry consumes 2.5 million liters (660,430 gallons) of jet fuel each day.
- The price of aviation fuel has risen from N80-N100 (\$2.03-\$2.54 per gallon) in October 2010 to N190-N220 per liter (\$4.77-\$5.56 per gallon) in May 2011.
- The average cost of a one-hour domestic flight has risen from N14,000 (\$93) in 2010 to N30,000 (\$200) in 2011.